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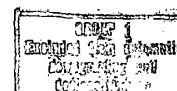
CONTINUING ANALYSIS OF THE DONGUZ UNIDENTIFIED INSTALLATION, LOCATED 14 NAUTICAL MILES (NM) SOUTH OF ORENBURG, USSR (51-32N 54-57E) REVEALS THAT IT SERVES AS A SURFACE-TO-AIR WEAPONS TRAINING/TEST RANGE. THE RANGE CONSISTS OF THE FOLLOWING MAJOR AREAS: A PROBABLE OPERATIONS/LAUNCH AREA, AN AIR WARNING RADAR FACILITY, A SUPPORT AREA, A SUPPORT AND MOTOR POOL AREA, A DOWNRANGE TRACKING FACILITY, AND AN IMPACT AREA.

1. THE RAIL-SERVED PROBABLE OPERATION/LAUNCH AREA IS LOCATED TWO NM WEST OF DONGUZ AT 51-32-20N 54-57-00E AND CONSISTS OF SIX CONCRETE LAUNCH PADS A PROBABLE GUIDANCE/CONTROL AREA AND SUPPORT

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FACILITIES. FIVE OF THE LAUNCH PADS ARE REVETTED ON TWO SIDES AND ORIENTED SOUTHWEST. THE SIXTH PAD IS NON-REVVETTED AND APPEARS TO BE PACKED EARTH. THE LAUNCH POSITIONS ARE SIMILAR TO THOSE AT LAUNCH AREA A, EMBA MISSILE TEST CENTER. BOTH HAVE REVETTED POSITIONS OF VARIOUS SIZES AND ONE PAD IN PARTICULAR IS VERY SIMILAR IN APPEARANCE TO LAUNCH PAD A-1 AT EMBA. THE TWO LARGEST PADS APPEAR TO BE ACTIVE ON [REDACTED]. HOWEVER, THE QUALITY OF THE PHOTOGRAPHY IS NOT SUFFICIENT TO IDENTIFY ANY MISSILES. GANEF MISSILES HAVE BEEN IDENTIFIED AT ORENBURG AAA BARRACKS EAST WHICH PROBABLY SERVES AS AN ASSEMBLY/MAINTENANCE TRAINING SCHOOL. THE PROBABLE GUIDANCE/CONTROL AREA IS POSITIONED BEHIND THE TWO LARGEST PADS. SUPPORT FACILITIES CONSIST OF 25 BUILDINGS WHICH ARE SCATTERED THROUGHOUT THE SECURED LAUNCH AREA.

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2. THE SECURED AIR WARNING RADAR FACILITY IS LOCATED 0.5 NM EAST OF THE LAUNCH AREA. A TALL KING RADAR IS NEWLY IDENTIFIED AT THIS FACILITY ON TALENT PHOTOGRAPHY OF [REDACTED] MAKING THIS PROBABLY THE EARLIEST KNOWN TALL KING IDENTIFIED ON PHOTOGRAPHY [REDACTED]

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[REDACTED] ONLY THE TALL KING ANTENNA REMAINED IN POSITION. NEARBY WERE FOUR UNIDENTIFIED PROBABLE RADARS, ON A RECTANGULAR HARDSTAND, AT LEAST EIGHT VEHICLES/VANS, AND SEVEN SUPPORT BUILDINGS, ONE OF WHICH IS DRIVE-THROUGH. THE DONGUZ TALL KING DOES NOT APPEAR TO BE PART OF THE OVERALL AIR DEFENSE NETWORK FOR THE REGION SINCE A TYPICALLY CONFIGURED TALL KING AIR WARNING RADAR FACILITY WAS EMPLACED JUST 12 NM NORTH OF DONGUZ IN SEPTEMBER 1964.

3. THE SEPARATELY SECURED SUPPORT AREA, LOCATED JUST NORTH OF THE AIR WARNING RADAR AND CONNECTED TO IT BY ROAD, CONSISTS OF ONE HARDSTAND WITH AT LEAST 20 UNIDENTIFIED VEHICLES/VANS AND APPROXIMATELY TEN SUPPORT BUILDINGS. AT PRESENT NO SPECIFIC FUNCTION CAN BE ATTRIBUTED TO THIS AREA.

4. THE SECURED SUPPORT AND MOTOR POOL AREA IS LOCATED 1.3 NM EAST OF THE OPERATIONS AREA AND CONTAINS AT LEAST FOUR ADMINISTRATION-TYPE BUILDINGS, APPROXIMATELY 20 BARRACK-TYPE BUILDINGS, AND 100 OTHER BUILDINGS OF VARIOUS SIZES. TWO SEPARATELY SECURED MOTOR POOL AREAS, ONE OF WHICH IS RAIL-SERVED, IS LOCATED IMMEDIATELY SOUTH OF THE BASE SUPPORT AREA. A PROBABLE LIGHTER-THAN-AIR VEHICLE (LAV) IS LOCATED IN THE SOUTHERN MOST MOTOR POOL AT A DOCKING PEN.

5. THE DOWNRANGE TRACKING FACILITY IS LOCATED 16.5 NM SOUTHWEST OF THE OPERATIONS/LAUNCH AREA AT 51-18N 54-44E. THE ORIENTATIONS OF PROBABLE CAMERA POSITIONS AND THE PRESENCE OF FIRE WHEEL/SHIP WHEEL RADARS SUGGEST THAT THEY PERFORM A DATA ACQUISITION ROLE FOR THE RANGE.

6. LOCATED ABOUT 11 NM SOUTHWEST OF THE OPERATIONS AREA IS THE IMPACT AREA CONTAINING SCATTERED AIRCRAFT WRECKAGE. SOME OF THE WRECKAGE, LOCATED DOWNRANGE OF THE LAUNCH FACILITY, CAN BE IDENTIFIED AS COMPONENTS OF MIG 15 AND IL-28 AIRCRAFT. PORTIONS OF THE WRECKAGE WHICH HAVE BEEN RETRIEVED ARE OBSERVED NEAR DONGUZ AIRFIELD AND IN THE OPERATIONS/LAUNCH AREA.

7. THE DONGUZ MISSILE TRAINING/TEST RANGE WAS FIRST SEEN ON TALENT PHOTOGRAPHY [REDACTED] AT THAT TIME ONLY TWO LAUNCH PADS APPEARED TO BE PRESENT AND CONSTRUCTION ACTIVITY WAS IN EVIDENCE IMMEDIATELY SOUTH OF THE PADS. WRECKAGE OF AT LEAST TWO AIRCRAFT WAS OBSERVED WITHIN THE OPERATIONS AREA AT THE TIME, INDICATING THE RANGE WAS IN OPERATION. SINCE 1960, THE ONLY CHANGES NOTED AT THE RANGE ARE THE CONSTRUCTION OF THE DOWNRANGE TRACKING FACILITY AND THE ADDITION OF FOUR LAUNCH PADS IN THE OPERATIONS AREA.

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